

Hongkong Daily Press.

ESTABLISHED 1857.

BOOKBINDING by European methods, with the best materials and under European supervision at THE DAILY PRESS OFFICE. Always pronounced equal to London work, and of greater materiality.

PUBLISHING of ALL KINDS of the most moderate prices at THE DAILY PRESS OFFICE. All proofs over read and all work superintended by Englishman. Always equal and generally superior to that done anywhere else. Estimates given.

No. 12,431. 第一十三百四十二年十一月廿二日星期五 HONGKONG, FRIDAY, DECEMBER 26, 1897. 五年五
廿四十二月二十年七十九百八十一號

ENTERTAINMENT
TEAM RIDING GALLERY
AT THE RECLAMATION GROUND in front of Bonham Street, New Town, from Monday to Friday, every day.
10 CENTS FOR EACH RIDE.
Hongkong, 22nd December, 1897. [2227]

NEW ADVERTISEMENTS

WANTED, one or two ROOMS, Unfurnished. Apply to "F. T." Care of Office of this Paper. Hongkong, 24th December, 1897. [2343]

PRIVATE LESSONS IN GERMAN wanted by Two Englishmen. Apply, stating terms, to "H. E."

Care of *Daily Press* Office. Hongkong, 24th December, 1897. [2345]

NOTICE

TO be Sold by PUBLIC AUCTION at 10 A.M. on MONDAY, the 3rd of January, 1898, at the BRITISH CONVENTION, Shamian, Canton, by order of the Surveyor, Her Majesty's Office of Works, Shanghai, the lease of Lot No. 57 of the British Concession at Shanghai, subject to the following conditions:

The Lot will be put up at an upset price of \$2,000.

The Lot shall be knocked down to the highest bidder at or above the upset price, but the sale shall not be considered conclusive until the approval of Her Majesty's Minister at Peking, of Her Majesty's Consul at Canton, and of the officer in charge of Her Majesty's Office of Works in Shanghai, and the purchase price shall be paid with Her Majesty's Consul a sum of \$100 on the fall of the hammer, such deposit to be retained, with interest, to the intending purchaser in the event of his offer not being approved within 6 months from the date of sale.

In the event of the intending purchaser withdrawing his offer within the same period the deposit of \$100 to be forfeited to Her Majesty's Consul.

The form of lease under which the Lot will be held to be the same as that now in force in regard to the other Lots on the Concession, a copy of which can be seen upon application to Her Majesty's Consul, Canton.

The purchaser will defray the cost of the preparation of the lease or conveyance.

(Sd) BYRON BRENNAN,

H.B.M. Consulate, Canton, 22nd December, 1897. [2348]

GOVERNMENT NOTIFICATION

No. 551.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held on the spot, on THURSDAY, the 20th day of DECEMBER, 1897, at 3 P.M., are published for general information.

By Command, J. H. STEWART LOCKHART, Colonial Secretary.

Hongkong, 11th December, 1897. [2349]

Particulars and Conditions of the Letting of Certain Land in the Colony of Hongkong, for a Term of 999 years.

By Order, A. B. D., Care of *Daily Press* Office. Hongkong, 21st December, 1897. [2351]

WELL WORTH A CALL

FINE DISPLAY OF

HIGH CLASS JEWELLERY

Suitable for

CHRISTMAS

AND

NEW YEAR PRESENTS

Comprising

LATEST NOVELTIES

in valuable Brooches, Rings, Chatelaines, &c. &c.

UNVALUED PRECIOUS STONES

of every description, selected and set to order.

CHROMOMETERS, CHRONOGRAPHS,

REPLIERS AND PLAIN WATCHES

in great variety.

PRICES MODERATE.

LEVY HERMANOS.

Hongkong, 16th December, 1897. [2351]

KELLY & WALSH, LIMITED.

A Grand Display of ENTIRELY NEW stock suitable for CHRISTMAS PRESENTS.

WRITING CASES

BLOTTERS

CARD CASES

LETTER CASES

PURSES

CHOCOLATE CASES

PIPE CASES

PHOTO FRAMES

PHOTO ALBUMS

WRITING ALBUMS

INKSTANDS

PHOTO SCREENS

PAPER KNIVES

CHILDREN'S GAMES

PICTURE BOOKS

LEATHER BOUND BOOKS

ENGRAVINGS

KELLY & WALSH, LTD.

[2351]

W. BREWER & CO.

NEW BOOKS AND NEW EDITIONS

History of our own Times, by McCarthy, (Jubilee Volume); ... 6.75

Building Construction by Allen; ... 5.50

Twelve Indian Statesmen, by George Smith; ... 6.75

Captain Courageous, by Rudyard Kipling; ... 4.00

Roddy O'Brien - a Memoir; ... 7.00

Tennyson's Poems, complete edition; ... 5.00

Mayfair, by Sir L. H. Newland; ... 4.00

Some Thoughts by Mr. Gould; ... 4.00

Tristam Shandy, by Smollett (Illustrated); ... 5.50

Twenty Years After, by Dickens; ... 2.50

At Midnight, by Mrs. Cambridge; ... 1.50

St. Ives, by R. Louis Stevenson; ... 1.50

Every Boy's Book of Sport and Pastimes; ... 5.00

Every Girl's ditto, ditto; ... 5.00

Great Natural History, 6 Volumes; ... 50.00

And numbers of other Books suitable for Presentation at Christmas; ... for all ages.

For SWATOW, AMOY, AND TAMSIU. THE Company's Steamship "HAILEY."

Captain Hall, who was despatched for the Service on SUNDAY, the 20th inst., at DAWLISH.

For Freight or Passage, apply to DOUGLAS LIA PRAIK & CO., General Managers.

Hongkong, 23rd December, 1897. [2344]

FOR KOBE AND YOKOHAMA. THE Steamship "YATEYAMA MARU."

Captain Fukuhama, will be despatched for the above port on WEDNESDAY, the 29th inst., at Noon.

For Freight or Passage, apply to DODWELL, CARLILL & CO., Agents.

Hongkong, 23rd December, 1897. [2345]

THE EQUITABLE

LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

JANUARY 1st, 1897.

ASSETS \$1,161,239

RESERVE FUND (4% Standard) AND ALL OTHER

LIABILITIES 36,145,100

SURPLUS, 4% 9,016,078

OUTSTANDING ASSUR-

ANCE 190,346,264

NEW ASSURANCE WRIT.

TEN, 1898. 26,692,634

Life Assurance is now, within every man's reach, at a cost which, in the result, if no claim arises, is either nominal, or according to the class or policy, yields a return equal to the best of safe investments.

For full explanation and illustrations send date of birth to

SHEWAN, TOMES & CO.

General Agents.

Hongkong. [2346]

237

SPECIAL BLEND WHISKY
A Blend of Selected Distillations of the Finest Scotch Whisky.

Apply to STEMSSEN & Co., Hongkong. [2352]

CUTLER, PALMER & CO.

WINE SHIPPERS SINCE 1816.

Who have consigned their Brands to Hongkong.

For Order, G. C. ANDERSON,

Hongkong, 13, Praya Central.

NAPIER JOHNSTONE'S

SQUARE BOTTLE WHISKY

The Best and Finest Scotch Whisky.

Superior Quality and

Genuine.

Sole Agents for

LANE, CRAWFORD & CO.

Hongkong and Foochow. China.

20th December, 1897. [2353]

27

ENTERTAINMENT

AUCTIONS

GOVERNMENT NOTIFICATION

NO. 550.

GOVERNMENT NOTIFICATION

NO. 551.

GOVERNMENT NOTIFICATION

NO. 552.

GOVERNMENT NOTIFICATION

NO. 553.

GOVERNMENT NOTIFICATION

NO. 554.

GOVERNMENT NOTIFICATION

NO. 555.

GOVERNMENT NOTIFICATION

NO. 556.

GOVERNMENT NOTIFICATION

NO. 557.

GOVERNMENT NOTIFICATION

NO. 558.

GOVERNMENT NOTIFICATION

NO. 559.

GOVERNMENT NOTIFICATION

NO. 560.

GOVERNMENT NOTIFICATION

NO. 561.

GOVERNMENT NOTIFICATION

NO. 562.

GOVERNMENT NOTIFICATION

NO. 563.

GOVERNMENT NOTIFICATION

NO. 564.

GOVERNMENT NOTIFICATION

NO. 565.

GOVERNMENT NOTIFICATION

NO. 566.

INTIMATIONS

BROWN, JONES & CO.
DRAILERS IN
AMERICAN AND ITALIAN MARBLE
AND HONGKONG GRANITE.
CEMETERY MEMORIALS.

Designs and Prices on application.
Office, 47, QUEEN'S ROAD CENTRAL. [2704]

THE CHRONICLE AND DIRECTORY
FOR THE FAR EAST
CHINA, JAPAN, COREA, INDO-CHINA,
Siam, and the NETHERLANDS INDIA,
SINGAPORE, PHILIPPINES, BORNEO, &c., &c.,
WITH WHICH ARE INCORPORATED
THE CHINA DIRECTORY
AND THE HONGKONG DIRECTORY
AND HONG LIST FOR THE FAR EAST.
FOR
1897.

THE THIRTY-FIFTH ANNUAL ISSUE,
which will be found as heretofore, more full and
accurate than its predecessors.

Royal Octavo Complete with Maps and Plans.
Price 1,240/- D. Director only, £P. 872, \$3.50.



HONGKONG DISPENSARY

has again received FIRST SUPPLIES OF

WHOLESOME CONFECTIONERY

AND

DELICIOUS SWEETS

of the HIGHEST QUALITY and PURITY

All Varieties of

CADBURY'S SPECIAL CREAMES

PATE D'ABRICOT, JORDAN ALMONDS

PRALINES.

DESSERT CHOCOLATES,

NOUGAT, FRUIT JELLIES,

ASSORTED TOFFEES,

MIXED BONBONS.

&c. &c. &c.

FRENCH

CONFECTIONERY and CONSERVES

in Large Assortment

from the LEADING PARISIAN HOUSES.

CHRISTMAS AND NEW
YEAR CARDS

A very choice selection from the best sources.

All of tasteful and novel designs.

A. S. WATSON & CO., LIMITED,

THE HONGKONG DISPENSARY.

Established A.D. 1841.

Hongkong, 9th December, 1887.

The Daily Press.

HONGKONG, DECEMBER 24TH, 1887.

The Times is to be congratulated on the soundness of its views with reference to the German occupation of Kinchow, and on the application it makes of the incident in a consideration of our own policy in China.

Instead of wasting time in making remonstrances at Peking, which would assuredly have been not as usual by the innumerable dilatory devices of Chinese diplomacy, the Germans landed a force in Kinchow Bay. The experiment, says the Times, is one which we ourselves have tried on one or two occasions, with results so excellent, compared with any obtainable by diplomatic negotiation at Peking that there is reason to wonder why we do not always follow the more effectual method.

After showing how anti-foreign outrages are fomented by the literary or official class, the article proceeds: "Consequently, it is the local officials whom we ought always to hold responsible for actual outrage and for the gross infringement of treaty rights which goes on continuously and persistently. There is very little use in applying to the central Government to enforce responsibility. It has comparatively little control of the local Governors, and that little certainly will not waste time in making remonstrances at Peking, which would assuredly have been not as usual by the innumerable dilatory devices of Chinese diplomacy, the Germans landed a force in Kinchow Bay. The experiment, says the Times, is one which we ourselves have tried on one or two occasions, with results so excellent, compared with any obtainable by diplomatic negotiation at Peking that there is reason to wonder why we do not always follow the more effectual method.

After showing how anti-foreign outrages are fomented by the literary or official class, the article proceeds: "Consequently, it is the local officials whom we ought always to hold responsible for actual outrage and for the gross infringement of treaty rights which goes on continuously and persistently. There is very little use in applying to the central Government to enforce responsibility. It has comparatively little control of the local Governors, and that little certainly will not waste time in making remonstrances at Peking, which would assuredly have been not as usual by the innumerable dilatory devices of Chinese diplomacy, the Germans landed a force in Kinchow Bay. The experiment, says the Times, is one which we ourselves have tried on one or two occasions, with results so excellent, compared with any obtainable by diplomatic negotiation at Peking that there is reason to wonder why we do not always follow the more effectual method.

"The truth is that the central Government has not the power, even if it had the will, to make its promises effectual. The proceeds of the taxes which throttle British trade do not go to Peking, and the officials in each province simply go upon the principle of taking all they can get. It is to these gentlemen that we must apply, with arguments that they can appreciate.

"Among those arguments glibbates occupy an important place."

While the existing decentralised system of government exists, it is obviously at the seat of grievance that redress must be sought if anything substantial is to be accomplished. But, in view of recent events, the question suggests itself whether the system of decentralisation can endure much longer. Will not the Central Government be compelled by considerations of simple self-preservation to make its authority effective in the remotest corner of the remotest province and to effect such a reform in the administration as will knit the Empire together and make each portion contribute to the strength of the whole, instead of allowing the different provincial Governments equal latitude as to endanger the whole State whenever a hot-headed official

or local magistrate takes it into his head to foment anti-foreign disturbances? If the present situation continues the Empire must fall to pieces from simple want of cohesion. While there was little outside pressure, the slender ties between the provinces sufficed to hold them together, but they cannot suffice much longer unless they be strengthened by a general reform of the administration, the abolition of the square system, and the centralisation of authority. In any other country reform might be anticipated, but in China it seems almost hopeless, and in view of impending changes, which will be none the less important if they are effected gradually instead of suddenly, it behoves the British Government to strengthen its position and be prepared for all emergencies that may threaten our commercial interests. The Times says it took the Foreign Office a very long time to understand that China is not a highly-organised State after the European model and expresses a doubt whether the misconception does not still linger in official minds. Dr. Dillon in a recent article in the *Contemporary*, referring to the course of events in the Far East, also says "our Foreign Office was meanwhile occupied, like the God Baal when invoked by his worshippers, in talking or pursuing, or in a journey"—an expression which very accurately hits off the attitude maintained until recently by our officials, and especially by the Legation at Peking. It would appear that there has recently been an awakening. Let us hope that drowsiness and obliviousness to passing events may not again set in.

The C. P. R. Co.'s steamer *Empress of China* arrived at Kobe at 11 a.m. on 2nd Inst. and sailed again at 10 p.m. for Nagasaki.

The steamer *Asunci* (Mar. 1) (Bomba Line) left Kobe via Moji for Port of 22nd Inst. and is expected to arrive here on the 23rd instant.

Lion Asam, of Mauritius, a seaman on the ship *Peter Rickmers*, was yesterday sentenced to one month's imprisonment with hard labour for remaining ashore after the departure of the ship.

For sealing four blankets and an oil cloth, the property of the War Department, on the 21st instant, a Chinaman was yesterday sentenced by the Police Magistrate to three months' imprisonment with hard labour.

The British steamer *Nanyang*, which arrived yesterday from Pekin, reports that the import of the dangerous divinities to the value of £300 should be opened with the Hongkong Bank to each of the British Consuls at the nine ports above alluded to, and that the Commissioners of H.M.C. Customs should be asked to apply to the Consuls for any sums they required.

COMPLAINT OF OFFICIAL INTERFERENCE WITH TRADE IN KWANGSI.

A letter having been received from Mr. F. W. Watson, a special agent to the British Consul at Kweilin, stating that he had been detained by the Chinese officials at the Canton Customs, and after filling various offices in Queensland and Hongkong, became assistant Under-Secretary of State in 1876.

We hear that, on the last trip of the Spanish Mail steamer *Etna* to Manila, the vessel was chartered to special service to the north of the Philippines. She made a call at Tamsui, and, on the day of arrival, discovered only her twin deck cargo, and proceeded north to fetch over 1,000 "volunteers" recently enrolled against the rebels. How would the insurance of the bulk of the Manila cargo have fared, if the vessel had been lost on the journey? Then, we pretty bad weather too—Singapore Five Fresh.

H.M.S. *Makonek*, Commander Freeman, arrived at Singapore somewhat unexpectedly on the 13th December, via Colombo, on her way to the Australian station. The *Makonek* is a third class steel cruiser of 1,770 tons with a speed of 16.5 knots. She was built by Messrs. Thomson and Co., of Glasgow, in 1886. Her armament consists of six guns, eight 8-pr. breech-loading quick-firing guns, and she carries a crew of 172 men. It will be remembered that Commander Freeman was a few years ago stationed at Singapore in charge of H.M.S. *Redpole*.—*Free Press*.

H.M.S. *Makonek*, Commander Freeman, arrived at Singapore somewhat unexpectedly on the 13th December, via Colombo, on her way to the Australian station. The *Makonek* is a third class steel cruiser of 1,770 tons with a speed of 16.5 knots. She was built by Messrs. Thomson and Co., of Glasgow, in 1886. Her armament consists of six guns, eight 8-pr. breech-loading quick-firing guns, and she carries a crew of 172 men. It will be remembered that Commander Freeman was a few years ago stationed at Singapore in charge of H.M.S. *Redpole*.—*Free Press*.

H.M.S. *Makonek*, Commander Freeman, arrived at Singapore somewhat unexpectedly on the 13th December, via Colombo, on her way to the Australian station. The *Makonek* is a third class steel cruiser of 1,770 tons with a speed of 16.5 knots. She was built by Messrs. Thomson and Co., of Glasgow, in 1886. Her armament consists of six guns, eight 8-pr. breech-loading quick-firing guns, and she carries a crew of 172 men. It will be remembered that Commander Freeman was a few years ago stationed at Singapore in charge of H.M.S. *Redpole*.—*Free Press*.

H.M.S. *Makonek*, Commander Freeman, arrived at Singapore somewhat unexpectedly on the 13th December, via Colombo, on her way to the Australian station. The *Makonek* is a third class steel cruiser of 1,770 tons with a speed of 16.5 knots. She was built by Messrs. Thomson and Co., of Glasgow, in 1886. Her armament consists of six guns, eight 8-pr. breech-loading quick-firing guns, and she carries a crew of 172 men. It will be remembered that Commander Freeman was a few years ago stationed at Singapore in charge of H.M.S. *Redpole*.—*Free Press*.

H.M.S. *Makonek*, Commander Freeman, arrived at Singapore somewhat unexpectedly on the 13th December, via Colombo, on her way to the Australian station. The *Makonek* is a third class steel cruiser of 1,770 tons with a speed of 16.5 knots. She was built by Messrs. Thomson and Co., of Glasgow, in 1886. Her armament consists of six guns, eight 8-pr. breech-loading quick-firing guns, and she carries a crew of 172 men. It will be remembered that Commander Freeman was a few years ago stationed at Singapore in charge of H.M.S. *Redpole*.—*Free Press*.

H.M.S. *Makonek*, Commander Freeman, arrived at Singapore somewhat unexpectedly on the 13th December, via Colombo, on her way to the Australian station. The *Makonek* is a third class steel cruiser of 1,770 tons with a speed of 16.5 knots. She was built by Messrs. Thomson and Co., of Glasgow, in 1886. Her armament consists of six guns, eight 8-pr. breech-loading quick-firing guns, and she carries a crew of 172 men. It will be remembered that Commander Freeman was a few years ago stationed at Singapore in charge of H.M.S. *Redpole*.—*Free Press*.

H.M.S. *Makonek*, Commander Freeman, arrived at Singapore somewhat unexpectedly on the 13th December, via Colombo, on her way to the Australian station. The *Makonek* is a third class steel cruiser of 1,770 tons with a speed of 16.5 knots. She was built by Messrs. Thomson and Co., of Glasgow, in 1886. Her armament consists of six guns, eight 8-pr. breech-loading quick-firing guns, and she carries a crew of 172 men. It will be remembered that Commander Freeman was a few years ago stationed at Singapore in charge of H.M.S. *Redpole*.—*Free Press*.

H.M.S. *Makonek*, Commander Freeman, arrived at Singapore somewhat unexpectedly on the 13th December, via Colombo, on her way to the Australian station. The *Makonek* is a third class steel cruiser of 1,770 tons with a speed of 16.5 knots. She was built by Messrs. Thomson and Co., of Glasgow, in 1886. Her armament consists of six guns, eight 8-pr. breech-loading quick-firing guns, and she carries a crew of 172 men. It will be remembered that Commander Freeman was a few years ago stationed at Singapore in charge of H.M.S. *Redpole*.—*Free Press*.

H.M.S. *Makonek*, Commander Freeman, arrived at Singapore somewhat unexpectedly on the 13th December, via Colombo, on her way to the Australian station. The *Makonek* is a third class steel cruiser of 1,770 tons with a speed of 16.5 knots. She was built by Messrs. Thomson and Co., of Glasgow, in 1886. Her armament consists of six guns, eight 8-pr. breech-loading quick-firing guns, and she carries a crew of 172 men. It will be remembered that Commander Freeman was a few years ago stationed at Singapore in charge of H.M.S. *Redpole*.—*Free Press*.

H.M.S. *Makonek*, Commander Freeman, arrived at Singapore somewhat unexpectedly on the 13th December, via Colombo, on her way to the Australian station. The *Makonek* is a third class steel cruiser of 1,770 tons with a speed of 16.5 knots. She was built by Messrs. Thomson and Co., of Glasgow, in 1886. Her armament consists of six guns, eight 8-pr. breech-loading quick-firing guns, and she carries a crew of 172 men. It will be remembered that Commander Freeman was a few years ago stationed at Singapore in charge of H.M.S. *Redpole*.—*Free Press*.

H.M.S. *Makonek*, Commander Freeman, arrived at Singapore somewhat unexpectedly on the 13th December, via Colombo, on her way to the Australian station. The *Makonek* is a third class steel cruiser of 1,770 tons with a speed of 16.5 knots. She was built by Messrs. Thomson and Co., of Glasgow, in 1886. Her armament consists of six guns, eight 8-pr. breech-loading quick-firing guns, and she carries a crew of 172 men. It will be remembered that Commander Freeman was a few years ago stationed at Singapore in charge of H.M.S. *Redpole*.—*Free Press*.

H.M.S. *Makonek*, Commander Freeman, arrived at Singapore somewhat unexpectedly on the 13th December, via Colombo, on her way to the Australian station. The *Makonek* is a third class steel cruiser of 1,770 tons with a speed of 16.5 knots. She was built by Messrs. Thomson and Co., of Glasgow, in 1886. Her armament consists of six guns, eight 8-pr. breech-loading quick-firing guns, and she carries a crew of 172 men. It will be remembered that Commander Freeman was a few years ago stationed at Singapore in charge of H.M.S. *Redpole*.—*Free Press*.

H.M.S. *Makonek*, Commander Freeman, arrived at Singapore somewhat unexpectedly on the 13th December, via Colombo, on her way to the Australian station. The *Makonek* is a third class steel cruiser of 1,770 tons with a speed of 16.5 knots. She was built by Messrs. Thomson and Co., of Glasgow, in 1886. Her armament consists of six guns, eight 8-pr. breech-loading quick-firing guns, and she carries a crew of 172 men. It will be remembered that Commander Freeman was a few years ago stationed at Singapore in charge of H.M.S. *Redpole*.—*Free Press*.

H.M.S. *Makonek*, Commander Freeman, arrived at Singapore somewhat unexpectedly on the 13th December, via Colombo, on her way to the Australian station. The *Makonek* is a third class steel cruiser of 1,770 tons with a speed of 16.5 knots. She was built by Messrs. Thomson and Co., of Glasgow, in 1886. Her armament consists of six guns, eight 8-pr. breech-loading quick-firing guns, and she carries a crew of 172 men. It will be remembered that Commander Freeman was a few years ago stationed at Singapore in charge of H.M.S. *Redpole*.—*Free Press*.

H.M.S. *Makonek*, Commander Freeman, arrived at Singapore somewhat unexpectedly on the 13th December, via Colombo, on her way to the Australian station. The *Makonek* is a third class steel cruiser of 1,770 tons with a speed of 16.5 knots. She was built by Messrs. Thomson and Co., of Glasgow, in 1886. Her armament consists of six guns, eight 8-pr. breech-loading quick-firing guns, and she carries a crew of 172 men. It will be remembered that Commander Freeman was a few years ago stationed at Singapore in charge of H.M.S. *Redpole*.—*Free Press*.

H.M.S. *Makonek*, Commander Freeman, arrived at Singapore somewhat unexpectedly on the 13th December, via Colombo, on her way to the Australian station. The *Makonek* is a third class steel cruiser of 1,770 tons with a speed of 16.5 knots. She was built by Messrs. Thomson and Co., of Glasgow, in 1886. Her armament consists of six guns, eight 8-pr. breech-loading quick-firing guns, and she carries a crew of 172 men. It will be remembered that Commander Freeman was a few years ago stationed at Singapore in charge of H.M.S. *Redpole*.—*Free Press*.

REUTER'S TELEGRAMS.

SUPPLIED TO THE "DAILY PRESS."

LONDON, 31st December.—THE CHINIAN INSURRECTION.—EX-HOUTON OF A SPANISH OFFICER.

Col. Juan Bautista Blasco, A.D.C., who was sent to the Cuban insurgent camp to negotiate peace, was shot after a trial of a Court Martial.

GERMANY AND RUSSIA IN CHINA.

The German Foreign Office professes not to

be surprised at the occupation of Peking by the Chinese. The Chinese are informed that Ho Ching Cheong and his wife were arrested and thrown into prison at Fu-chun, on the pretext that he was selling coal that did not belong to him. Mr. Watt, the coal agent, was held incommunicado for several days, and has been released.

Ho Ching Cheong, after being released, has returned to his post at the Chinese legation.

Ho Ching Cheong, after being released, has returned to his post at the Chinese legation.

Ho Ching Cheong, after being released, has returned to his post at the Chinese legation.

Ho Ching Cheong, after being released, has returned to his post at the Chinese legation.

Ho Ching Cheong, after being released, has returned to his post at the Chinese legation.

Ho Ching Cheong, after being released, has returned to his post at the Chinese legation.

Ho Ching Cheong, after being released, has returned to his post at the Chinese legation.

over the professional. I fancy I have told the story of Elliott's last record-breaking performance, but it is showing how different men are in different fields, I was not at all certain about the result. In so far as with your famous strong man—Messrs. E. L. Levy and L. Elliott—when a gentleman standing near ventured to congratulate the latter on the cleanliness of his feet. The conversation once opened ran upon weight lifting in general, until our friend came out with an offer to lift a giant any man in the world, one hand or two hands, for any trophy that might be decided upon, or any sum of money that might be offered. The challenge fell like the proverbial bombshell in the camp. Upon what conditions? was promptly asked. And the only stipulation our general acquaintance made was that the man who could lift the biggest dead weight from the ground and hoist it at arm's length above the head should be proclaimed the winner. Nothing more simple. Thought I to myself. But there you were. The weight-lifters come to details there were scores of other conditions considered necessary before any one man could prove himself a better weight lifter than another. Was there to be any resting of the weight at the knee, the thigh, the stomach, or the chest? were the first series of queries. Was a jerk from the pants allowed? Should the arms be bent? There were lots of other questions dropped up so readily that it was easy to see that no match would result. The challenger, I was afterwards told, was a Burton gentleman; well-known too, as possessing wonderful strength. I do not profess to be able to distinguish the subtleties of weight-lifting etiquette, but I repeat that the old Burton approach to the perfect art seems to have been to let the weight-lifter lift most from the ground to arm's length above the head should be deemed the strongest.

BUDDY BODIES.

Having already dealt with some length with the good-looking element again working its way in the front in sporting matters, I feel a little different about touching upon the subject of body beauties, inasmuch as it may be thought profane to do so. I am, however, compelled to do so, as possessing wonderful strength. I do not profess to be able to distinguish the subtleties of weight-lifting etiquette, but I repeat that the old Burton approach to the perfect art seems to have been to let the weight-lifter lift most from the ground to arm's length above the head should be deemed the strongest.

EXPORT CARGO.

For P. & O. steamer *Canton*, sailed on the 22nd December, for Buenos Aires—200 packages tea. For Hamburg—46 packages tea. For London—7 cases cigar from Manila, 10 boxes feathers from Foochow, 2,497 rolls mats and matting, 66 cases chinaware, 3 cases blackware, 4 cases feathers, 1 case silk piece goods, 5 packages sundries, 140 packages and 1,002 boxes tea (21,042 lbs.).

CHRISTMAS HOLIDAYS.

In accordance with Ordinance No. 6 of 1875 the Undersigned Banks will be CLOSED for the Transaction of Public Business THURSDAY, DECEMBER 26, and MONDAY, the 29th and 30th instant respectively.

CHINA.

For the CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

T. H. WHITEHEAD.

Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING CORPORATION.

T. JACKSON.

Chief Manager, For the NATIONAL BANK OF CHINA, LIMITED.

GEO. W. F. PLAYFAIR.

Chief Manager, For the MERCANTILE BANK OF INDIA, LIMITED.

JOHN THURBUCK.

Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING CORPORATION.

T. JACKSON.

Chief Manager, Hongkong, 1st August, 1895.

HONGKONG & SHANGHAI BANKING CORPORATION.

For the YOKOHAMA SPECIE BANK, LIMITED.

S. CHOI.

Agent, Hongkong, 22nd December, 1897.

CHRISTMAS HOLIDAYS.

The Undersigned Insurance Office will be CLOSED for the Transaction of Public Business TO-MORROW (SATURDAY) the 25th and 27th instant respectively.

JARDINE, MATHESON & CO.

General Agents, CANADA INSURANCE OFFICE, LTD.

N. J. EDE.

Secretary, UNION INSURANCE SOCIETY OF CANADA, LTD.

W. H. PERCIVAL.

Agent, NORTH CHINA INSURANCE CO., LTD.

W. J. RAY.

Secretary, CHINA TRADERS INSURANCE CO., LTD.

SHEWAN, TOMES & CO.

Agents, YANGTZE INSURANCE ASSOCIATION, LTD.

J. B. COUGHTRIE.

Secretary, CHINA FIRE INSURANCE CO., LTD.

W. H. T. DAVIS.

Acting Manager, THE STEAMERS INSURANCE CO., LTD.

Hongkong, 22nd December, 1897.

N. ESTOR.

(TRADE MARK)

SANITARY FLUID.

DISINFECTANT, GERMICIDE, ANTI-SEPTIC & DEODORIZER, NON-POISONOUS, NON-CORROSIVE, DOES NOT STAIN.

NESTOR.

A powerful Disinfectant and Germicide, and a Deodoriser of the highest order.

D. A. B. GRIFFITHS, PH.D., F.R.S.E.

Member of the Chemical Societies of Paris and St. Petersburg; Entomological and Agricultural Expert.

5 gallon drum \$10.00

1 " 2.25

Plat tins 50c.

The British steamer *Jason*, from Apoy 21st Dec., had fresh to内地 winds.

The British steamer *Alma*, from Shanghaipar 15th Dec., had made N.W. winds and fine clear weather. Macleodfield Bank, these to port very strong monsoon and heavy squalls with high confused sea. On 22nd Dec., 19th 1897 N. long. 114° 02' E., passed a dismantled Wanshow junk at anchor; crew refused to leave her but wanted to be towed to Hongkong.

SHIPPING REPORTS.

The British steamer *Jason*, from Apoy 21st Dec., had fresh to内地 winds.

The British steamer *Alma*, from Shanghaipar 15th Dec., had made N.W. winds and fine clear weather. Macleodfield Bank, these to port very strong monsoon and heavy squalls with high confused sea. On 22nd Dec., 19th 1897 N. long. 114° 02' E., passed a dismantled Wanshow junk at anchor; crew refused to leave her but wanted to be towed to Hongkong.

VESSELS PASSED ANJER.

Dec. 6. Norwegian *Orvin Christensen*, Nov. 2, from Port Elizabeth for Anjor.

Dec. 13. British steamer *Alexander*, Oct. 30, from Aden to Port Said.

Dec. 18. Dutch steamer *Oranje Klein*, Dec. 6, from Batavia for Dieldas.

Dec. 18. Dutch steamer *Morn*, Dec. 8, from Batavia for Rotterdam.

PASSENGERS BOOKED FOR THE FAR EAST.

For Messageries Maritimes steamer *Yarrow*, from Marseilles, Nov. 28.—To Yokohama: Mr. W. Dredge, Mr. T. S. Alexander, Oct. 30, from Aden to Port Said.

For Messageries Maritimes steamer *Armenia*, white, connecting with the steamer *Korla*, at Colombo; from Marseilles, Dec. 5.—To Hongkong; Rev. Eliza Devoroe.

For Messageries Maritimes steamer *Syria*, from Marseilles, Dec. 10.—To Yokohama: Mr. T. B. Blow, Mr. Hatal, Mr. Aka, Mr. T. Okano.

For P. & O. steamer *Hindostan*, connecting with the steamer *Armenia*, at Colombo; from Mysore, Nov. 19.—To Steamer *Chittagong*, Rev. Mrs. L. M. White, Mr. and Mrs. MacNaughton, and child, Mr. and Mrs. J. Fraser, Miss Fraser, Mr. J. Young, Mr. and Mrs. McIver and 3 children, Rev. and Mrs. Barton, Mr. and Mrs. Robertson, and two children, Mr. Moffatt, Mr. Worlock, Capt. and Mrs. Vanrom, Mr. F. Sampson, Rev. and Mrs. Hope-Gill, Miss Duncan, Mr. and Mrs. Law, Mr. Hart, Mr. and Mrs. Thomas, Mr. E. C. Moore, Mr. and Mrs. E. H. Bowley, Mr. C. W. H. Moore, Mr. and Mrs. G. Christopher, Mr. Smith, Mr. Plimmett, Mr. W. F. E. Meekay,

BANKS.

THE NATIONAL BANK OF CHINA LIMITED.

AUTHORIZED CAPITAL \$1,000,000.

PAID UP CAPITAL \$24,374.

HEAD OFFICE—HONGKONG.

COURT OF DIRECTORS.

1. T. L. LEWIS, Esq., Chairman, Esq.

2. C. A. THOMAS, Esq., Vice-Chairman, Esq.

3. K. W. CHU, Esq., Vice-Chairman, Esq.

4. G. W. F. PLAYFAIR.

INTEREST for 12 Months Fixed 5%.

Hongkong, 1st December, 1897.

THE MERCANTILE BANK OF INDIA LIMITED.

AUTHORIZED CAPITAL \$1,500,000.

SUBSCRIBED \$1,500,000.

PAID UP \$525,000.

RESERVE FUND \$10,000.

BANKERS—LONDON JOHN SEGUIN BANK, LIMITED.

INTEREST allowed on Current Account at the rate of 2% per annum on the Daily Balance.

ON FIXED DEPOSITS.

For 12 months 5%.

6 " 4%

3 " 3%

2 " 2%

1 " 1%

HONGKONG & SHANGHAI BANK, LIMITED.

INTEREST allowed on Current Account at the rate of 2% per annum on the Daily Balance.

ON FIXED DEPOSITS.

For 12 months 5%.

6 " 4%

3 " 3%

2 " 2%

1 " 1%

HONGKONG & SHANGHAI BANKING CORPORATION.

INTEREST allowed on Current Account at the rate of 2% per annum on the Daily Balance.

ON FIXED DEPOSITS.

For 12 months 5%.

6 " 4%

3 " 3%

2 " 2%

1 " 1%

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION.

INTEREST on deposits is allowed at 3% per cent per annum.

Depositors may transfer at their option between \$100 or more to the HONGKONG and SHANGHAI BANK to be placed on FIXED DEPOSIT at 3% per cent per annum.

For the HONGKONG and SHANGHAI BANKING CORPORATION.

ESTABLISHED A.D. 1824.

CAPITAL \$2,000,000.

TOTAL FUNDS AND SECURITY \$2,450,000.

NET ANNUAL FIRM PREMIA. £75,473.

Having been appointed Agents of the above Company we are prepared to accept European and Chinese Bills and Notes.

HOLIDAY, WISE & CO., Agents.

Hongkong 9th January, 1896.

THE INSURANCE OFFICE, LONDON.

POINTED 1810.

The Undersigned having been appointed Agents for the above Company are prepared to accept Risks against FIRE at Current Rates.

SLEIMSEN & CO., Agents.

Hongkong, 16th May, 1897.

ACHENH AND MUNICH FIRE INSURANCE CO. OF ALX-LA-CHAPELLE.

THE Undersigned, having been appointed Agents for the above Company, are prepared to accept Risks against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.

Hongkong, 21st April, 1897.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned Agents of the above Company are prepared to accept First Class Foreign and Chinese Risks at Current Rates.

SLEIMSEN & CO., Agents.

Hongkong, 29th May, 1897.

TO LET AT THE PEAK.

FURNISHED for One Year from 1st January, 1898, "THE NEUK," a five-story HOUSE in BIRDLAW. Water and Gas laid on. Tennis Court, Garden, &c.

Apply to B. C. WILCOX, 79 Queen's Road Central, Hongkong, 16th December, 1897.

PRIVATE BOARD AND RESIDENCE.

Mrs. GILLANDERS, GLENEALY BUILDINGS.

Hongkong, 9th January, 1898.

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board and Residence.

Apply to Mrs. MATHER, 2, Pedder's Hill, Hongkong, 1st January, 1898.

MRS. STOCKHAUSEN.

DRAPER, MILLINER, DEES AND MANTLE MAKER.

28,

VESSELS ON THE BERTH.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

THE EAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 15 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.M. WEDNESDAY, 10th Jan., 1898
EMPEROR OF INDIA...Comdr. P. Marshall, R.N.M. WEDNESDAY, 15th Feb., 1898
EMPEROR OF JAPAN...Comdr. G. A. Lee, R.N.M. WEDNESDAY, 10th Mar., 1898

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the INLAND SEA OF JAPAN, and usually make the voyage from YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to the route by the Trans-Pacific journey (avoiding the rough passenger generally adopted by the latitude further South) and make connection of Vancouver with the EXCELLENT TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, all over the Continent FROM THE ATLANTIC TO THE ATLANTIC WITHOUT CHANGE. Cheap fares are offered at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic connections, and at Victoria, British Columbia, and the Continent are given choices of Lines, which passengers travel to Great Britain and the Continent are given choices of tickets to various points at reduced rates. Good for 4, 6, 9, and 13 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Government.

The attractive services of the Company's route embrace its FAMOUS STEAMSHIPS (second to none in the World), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS, the magnificence of its MOUNTAIN and LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder Street.

Hongkong, 23rd December, 1897.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVIGATION CO.Proposed
Steamer
Tons
Captain
Sailing
Steamer
Tons
Captain
Sailing
Steamer
Tons
Captain
Sailing
Steamer
Tons
Captain
SailingCOLUMBIA... 1,000 A. Gow... Jan. 11 MOGUL... 3,654 W. H. Wright... Jan. 1
TACOMA... 3,649 A. Dixon... Feb. 22 BRAZIL... 3,638 Porter... March 8
VICTORIA... 3,167 J. Pantin, R.N.M. MOGUL... 3,654 W. H. Wright... March 19
OLYMPIA... 2,435 Dobson... Hongkong, 16th December, 1897. [2383]

The attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 247.

Excellent accommodation. First-class Tables, Doctors and Stewards carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 241.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA-TACOMA, OR PORTLAND, £3.

The best route to the KLYDRO GOLD FIELDS. Frequent sailings from VICTORIA-TACOMA and PORTLAND to DYER and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

General Agencies of Goods for United States Points should be in quadruplicate, and one copy forwarded by air express to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash., for Goods forward via that port, and to the Freight Agent, Oregon Rail and Navigation Co., Portland, Oregon, for Goods shipped by that route.

Parcels must be sent to our Office (with address marked in full) by 6 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

BUTWELL, CARLILL & CO., General Agents.

Hongkong, 23rd December, 1897. [2323]

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS DESTINATIONS SAILING DATES.

SAGAMI MARU... SHANGHAI, CHEMULPO, SWIKO... FRIDAY, 24th December, 1897 & KOBE... 4 P.M.

TOKIO MARU... THURSDAY ISLAND TOWNS... FRIDAY, 24th December, 1897 & VILLE, BRISBANE, SYDNEY & MELBOURNE... 4 P.M.

IZUMI MARU... BOMBAY, VIA SINGAPORE (Transhipping Cargo for JAVA Ports), & COLOMBO... THURSDAY, 30th December, 1897 & NOON.

RIOCH MARU... SEATTLE, WASH., U.S.A., VIA KOBE... THURSDAY, 30th December, 1897 & YOKOHAMA & HONOLULU... 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamer.

For further information as to Freight, Passage, Sailing, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 24th December, 1897. [2303]

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

STEAMERS TO SAIL ON REMARKS.

SHANGHAI, NAGASAKI, KOBE & YOKOHAMA... CELTON... About 24th Dec. Freight or Passage.

SHANGHAI... THAMES... About 26th Dec. Freight or Passage.

LONDON, &c... CHINA... Dec. See Special Advertisement.

NAGASAKI, KOBE & ROSETTA... NOON, 31st Dec. Freight or Passage.

YOKOHAMA... T. N. TILDEN... Dec. Freight or Passage.

LONDON... MALACCA... About 7th January Freight or Passage.

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 23rd December, 1897. [1]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FOR SINGAPORE, PENANG, AND
CALCUTTA.

THE Company's Steamship.

"SUISANG."

Captain T. R. Galwey will be despatched as above

TO-DAY, the 24th inst., at 3 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

Hongkong, 20th December, 1897. [2035]

"SHELL" LINE OF STEAMERS.

FOR MACASSAR.

THE Company's Steamship.

"PECTAN."

Captain N. Hoole, will be despatched as above

TO-MORROW, the 25th inst.

For Freight, apply to

ARNOLD, KARBERG & CO., Agents.

Hongkong, 20th December, 1897. [2006]

TOP HALIFAX, THE
I.L.I.A. American Ship.

"STANDARD."

Snow Master, shortly expected from Amoy, will load here for the above port during January.

For Freight, apply to

MELCHERS & CO., Agents.

Hongkong, 21st December, 1897. [2018]

THE S.S. I.L.I.A. American Ship.

"NEW YORK."

Snow Master, ready for the above port and will have quick despatch.

For Freight, apply to

SHIENWAN, TOME & CO., Agents.

Hongkong, 24th October, 1897. [2448]

THE S.S. I.L.I.A. American Ship.

"NEW YORK."

Snow Master, ready for the above port and will have quick despatch.

For Freight, apply to

BUTWELL, CARLILL & CO., Agents.

Hongkong, 24th October, 1897. [2448]

THE S.S. I.L.I.A. American Ship.

"NEW YORK."

Snow Master, ready for the above port and will have quick despatch.

For Freight, apply to

BUTWELL, CARLILL & CO., Agents.

Hongkong, 24th October, 1897. [2448]

THE S.S. I.L.I.A. American Ship.

"NEW YORK."

Snow Master, ready for the above port and will have quick despatch.

For Freight, apply to

BUTWELL, CARLILL & CO., Agents.

Hongkong, 24th October, 1897. [2448]

THE S.S. I.L.I.A. American Ship.

"NEW YORK."

Snow Master, ready for the above port and will have quick despatch.

For Freight, apply to

BUTWELL, CARLILL & CO., Agents.

Hongkong, 24th October, 1897. [2448]

THE S.S. I.L.I.A. American Ship.

"NEW YORK."

Snow Master, ready for the above port and will have quick despatch.

For Freight, apply to

BUTWELL, CARLILL & CO., Agents.

Hongkong, 24th October, 1897. [2448]

THE S.S. I.L.I.A. American Ship.

"NEW YORK."

Snow Master, ready for the above port and will have quick despatch.

For Freight, apply to

BUTWELL, CARLILL & CO., Agents.

Hongkong, 24th October, 1897. [2448]

THE S.S. I.L.I.A. American Ship.

"NEW YORK."

Snow Master, ready for the above port and will have quick despatch.

For Freight, apply to

BUTWELL, CARLILL & CO., Agents.

Hongkong, 24th October, 1897. [2448]

THE S.S. I.L.I.A. American Ship.

"NEW YORK."

Snow Master, ready for the above port and will have quick despatch.

For Freight, apply to

BUTWELL, CARLILL & CO., Agents.

Hongkong, 24th October, 1897. [2448]

THE S.S. I.L.I.A. American Ship.

"NEW YORK."

Snow Master, ready for the above port and will have quick despatch.

For Freight, apply to

BUTWELL, CARLILL & CO., Agents.

Hongkong, 24th October, 1897. [2448]

THE S.S. I.L.I.A. American Ship.

"NEW YORK."

Snow Master, ready for the above port and will have quick despatch.

For Freight, apply to

BUTWELL, CARLILL & CO., Agents.

Hongkong, 24th October, 1897. [2448]

THE S.S. I.L.I.A. American Ship.

"NEW YORK."

Snow Master, ready for the above port and will have quick despatch.

For Freight, apply to

BUTWELL, CARLILL & CO., Agents.

Hongkong, 24th October, 1897. [2448]

THE S.S. I.L.I.A. American Ship.

"NEW YORK."

Snow Master, ready for the above port and will have quick despatch.

For Freight, apply to